





## Intimations.

**OXO**

helps the Cook to cook as she should cook. There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.

**OXO**

is the genuine

LIEBIG COMPANY'S EXTRACT.

AGENTS:

**WATKINS, LIMITED,**  
APOTHECARIES HALL.

**ERATED WATER FACTORY,**  
Masons Lane.

Hongkong, 7th January, 1902.

**GREEN ISLAND CEMENT COMPANY,**  
LIMITED.

**PORTLAND CEMENT.**

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 19th June, 1901.

**WILLIAM MACLEOD, D.D.S.,**  
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, 2nd Floor.

## Insurance.

**NORTH GERMAN FIRE INSURANCE**  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1895.

**VICTORIA CHAPTER,**  
No. 525, E.C.

A REGULAR CONVOCAION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 3rd February, at 8 for 8.30 p.m. Members are requested to notice the earlier hour of Meeting.

Hongkong, 23rd January, 1902.

**WILLIAM POWELL, Ltd.**

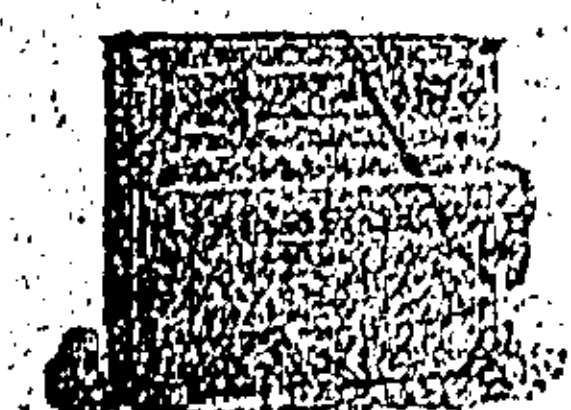
GENERAL DRAPERS AND OUTFITTERS.

SPECIALLY SELECTED LOT OF  
**MIRRORS,**  
CUT GLASS OVERMANTELS,  
in the most Artistic Styles and Designs  
Stained Wood,  
WHITE AND GOLD ENAMELED,  
&c., &c., &c.

This forms an exceptional opportunity  
of securing a genuine article at moderate  
price.

Hongkong, 17th January, 1902.

BY SPECIAL APPOINTMENT

TO HIS MAJESTY  KING EDWARD VII.**BECHSTEIN****ROYAL PIANOS.**

Sole Agents: THE ROBINSON PIANO Co., Ltd.

At less cost see the **WERNER** and**HAAKE** Pianos.

## To-day's Advertisements.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 11, Des Voeux Road, Central, Victoria, in the Colony of Hongkong, on SATURDAY, the 1st February, 1902, at 11 o'clock A.M., when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 22nd January, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS.

## RESOLUTIONS.

1. "That the Capital of the Company be reduced from \$2,000,000 divided into 100,000 shares of \$20 each to \$722,000 divided into 72,200 shares of \$10 each, and that such reduction be effected by cancelling the uncalled capital of \$10 per share on 72,200 shares which have been issued, and by cancelling 27,800 shares which have not been taken or agreed to be taken by any person."

2. "That after such reduction the Capital of the Company be increased to \$2,000,000 by the creation of 127,800 new shares of \$10 each, of which 27,800 may be allotted in such manner as the General Managers shall think fit, but the remaining 100,000 shares shall not be issued without the consent of the shareholders in General Meeting."

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 23rd January, 1902. [104d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the above Ports, on SATURDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAFFRAK &amp; Co., General Managers.

Hongkong, 23rd January, 1902. [100d]

FOR CEBU AND ILOILO.

THE Company's Steamship

"ANTONIO MACLEOD"

Captain Ugarte, will be despatched as above on MONDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to BRANDAO &amp; CO., Agents.

Hongkong, 23rd January, 1902. [101d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN"

Captain Rouch, will be despatched for the above Ports, on TUESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFRAK &amp; Co., General Managers.

Hongkong, 23rd January, 1902. [103d]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902. [102d]

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902. [102d]

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902. [102d]

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902. [102d]

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902. [102d]

## To-day's Advertisements.

HONGKONG JOCKEY CLUB.

## NOTICE.

THE undermentioned RACES for HORSES and PONIES not entered for any of the Official Events will form part of the Programme for the Off-day, to be run on a date to be fixed by the Stewards after the forthcoming Race Meeting.

For each event there must be at least Five Entrants in bona fide separate interests or the race becomes void.

Entries will CLOSE to the Clerk of the Course on SATURDAY, the 1st February proximo.

The KOWLOON STAKES.—For all Horses—

Australians and English to carry st. 11 lbs. 12; Indian Country Breds st. 10 lbs. 12; Arms st. 10.

Winner to receive \$250. Second \$50. Entrance \$10. Seven furlongs.

The OPEN STAKES.—For all Ponies 14 hands 2 inches and under.

Australians and English to carry st. 11 lbs. 12; Indian Country Breds, Arms and China Ponies st. 10 lbs. 4. Weight for inches allowance lbs. 2 per quarter of an inch. Winner to receive \$50. Second \$50. Entrance \$10. Half-a-mile.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 23rd January, 1902. [105d]

## WANTED.

CHEMIST (Qualified) is open for engagement as MANAGER in First Class Retail Dispensing Establishment, or would entertain a Partnership. Disengaged, London June 1902. Highest references offered.

Address: "CHEMIST," C/o The Hongkong Telegraph, Hongkong, 23rd January, 1902. [104d]

## KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS

No. 16.

HAINAN STRAITS: HAINAN REEF BUOY.

NOTICE is hereby given that the "HAINAN REEF BUOY" has now been re-aid in its proper position.

GEO. A. FORSAITH, Harbour Master.

Approved: JAMES W. ARSON, Acting Commissioner of Customs.

Custom House, Kiungchow, 20th January, 1902. [103d]

## NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editors. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

The columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## Intimation.

A. S. WATSON &amp; Co., LIMITED.

ESTABLISHED A.D. 1841.

## SPECIALITIES FOR THE SEASON

PORT &amp; SHERRY,

OF THE FINEST QUALITY AND

VINTAGE.

CHAMPAGNE,

JULES MUMM &amp; Co., a Wine for

Connoisseurs.

WATSON'S

SCOTCH

WHISKY.

COGNAC BRANDY,

QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST

GROWERS, AND INCLUDING

WINES FROM THE MOST CELEBRATED CHATEAUX.

CONFECTIONERY,

OF THE HIGHEST CLASS IN

GREAT VARIETY. IMPORTED

FROM THE LEADING LONDON

AND PARISIAN HOUSES

CIGARS AND CIGARETTES,

AND SMOKERS' REQUISITES.

&amp;c., &amp;c., &amp;c.

A. S. WATSON &amp; CO., LIMITED.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 23, 1902.

## REUTER'S TELEGRAMS.

## THE SOUTH AFRICAN WAR.

LONDON, January 21st.

The Imperial Government has intimated to Australia and New Zealand that further contingents of one thousand men from each will be gladly accepted.

## FRANCE AND THE WAR.

M. Delcassé, French Minister of Foreign Affairs, replying to an interpellation, justified the Hague tribunal's treatment of the Boer appeal for arbitration, and added that intervention meant war. His patriotism made it his duty to refrain.

## LOCAL AND GENERAL.

EXCHANGE remains at 1s. 10d.

BAR SILVER has fallen one-eighth and is now quoted at 25½.

THE BANK BUYING RATE for sovereigns has risen to 510.82.

THE AMERICAN FLAGSHIP, Brooklyn arrived from Amoy to-day.

THE ENGLISH MAIL of the 21st December was delivered in London on the 20th inst.

THE FRENCH MAIL of the 16th December was delivered in London on the 20th inst.

THE GERMAN MAIL of the 25th December was delivered in London on the 22nd inst.

A NOTICE TO MARINERS with reference to the relaying of the Hainan Reef Buoy appears in our advertising columns.

H.R.H. THE PRINCE OF WALES has accepted the Presidency of the Society of Arts, which was vacated by His Majesty on his accession.

A REGULAR CONVOCAION of the Victoria Chapter, No. 525, E.C., will be held in the Freemasons' Hall, Zetland Street, on Monday, the 3rd prox., at 8 for 8.30 p.m. Members should bear in mind the earlier hour of meeting.

COMMUNICATION WITH THE NORTH:—Direct Cable communication with Shanghai and Foochow is interrupted. Messages for Foochow, Shanghai, North China and Japan, will be forwarded by cable to Amoy, thence by Land-line to Foochow and cable to Shanghai.

THE DAY which the King has chosen for his coronation, is the anniversary of the day on which Oliver Cromwell was installed as Lord Protector in Westminster Hall. On that occasion the Chair of Scotland was brought out of the Abbey and used for the ceremony.

GOVERNMENT ANALYSES:—The result of the examinations made under "The Sale of Food and Drugs Ordinance," for the quarter ended December 31st last, showed that out of two samples of milk examined one was found to be adulterated. Two samples of beer had been analysed and found genuine.

THE CRUISER /S/S/ called at Portsmouth on 17th ult. and at Sheerness on 18th on her way to Chatham from China. She will pay off at Chatham. She was one of the ships sent from the Mediterranean in the time of the trouble in China, and has had a busy commission.

PAUPER'S GRAVE FOR AN OLD SOLDIER:—Joseph Pearson, an old soldier of many years service, was interred by the parochial authorities at Birmingham after the body had lain in his dwelling for a fortnight, the widow being too poor to provide the funeral expenses.

RUGBY PLAYER GETS TEN YEARS:—Eli Jacobson, the Rugby forward, who has played for the North and Yorkshire teams, was sentenced to ten years' penal servitude at Leeds Assizes, by Mr. Justice Ridley. He was found guilty of the attempted murder of his sweetheart by strangulation.

A SICKLY CREW:—Capt. Mayerhof of the German steamer *Theodor Wille*, reports meeting on the 18th instant, in Lat. 8° 39' N. Lon. 116° 32' E., the American barque *Evie J. Ray*, 30 days out from Borneo to Hongkong. She reported all hands ill with beri-beri. Capt. Mayerhof supplied the vessel with provisions; no other assistance being required.

CATTLE CREMATORIUM AND REFUSE DISTRIBCTOR:—At the meeting of the Sanitary Board this afternoon, three plans from the Public Works Department were brought forward for consideration. They showed the arrangement and construction of a proposed cattle crematorium and refuse distributor at Kennedy Town, each consisting of one cell only, the latter being intended for the destruction of rubbish removed from plague infected premises.

THE MORTALITY STATISTICS for the week ended 28th December last showed that the death rate per 1,000 per annum for the British, Foreign and Chinese Community of the whole Colony was 14.5 as against 17.8 the same period last year while exclusive of the Chinese Community it was 10.8 as compared with 15.7 the corresponding week of 1901. For the week ended the 4th January the figures for the whole Colony were 17.3 as against 17.8, and exclusive of the Chinese community 38.0 as compared with 22.8. The following week the death rate of the whole Colony, exclusive of the Chinese, was 5.4 as against 11.4, and including the native population the figures were 17.1 as compared with 16.1 in the corresponding week of last year.

MESSRS. COTTAM &amp; CO. for FOOT.

MESSRS. COTTAM &amp; CO. for SWARM.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PATENT.

MESSRS. COTTAM &amp; CO. for LEATHER DRESS BOOTS AND SHOES.

MESSRS. COTTAM &amp; CO. for PAT



## THE WEST POINT BUILDING COMPANY, LIMITED.

The thirteenth ordinary meeting of shareholders in the West Point Building Company Ltd. was held at their offices, Victoria Buildings, this morning. There were present the Hon. C. P. Chater, C.M.G., in the chair, Hon. J. J. Bell-Irving, Messrs. C. S. Sharp, A. J. Raymond (directors), Mowbray S. Northcote (Acting Secretary), J. Goosmann, A. Haupt, R. K. Leigh, N. Mody, C. W. Dickson, Graca, and others.

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some days, I will with your permission take them as read. The profits for the year, including the amount brought forward from the previous account, amount to \$10,609.87 as against \$4,612.47 for 1900. A glance at the Debit side of Profit and Loss will at once explain this slight decrease, revealing as it does an increase in the amount paid for Insurance of \$1,200 and in Repairs to Property of \$1,604. The enhanced value of property made it imperative for our own protection that there should be a re-evaluation for Insurance purpose, which accounts for the increased charge for premium. Turning to the item for repairs, the increase here is mainly due to our having had to replace several of the beams carrying the verandah to the property in Des Vaux Road West, in all cases iron girders having been substituted for the old wooden beams, and I regret to have to inform you that our architects deem it necessary to make a like change to all the houses in this street, which it is estimated will cost us about \$4,500; in view of the fact that our income from rents is now a fixed one, your Directors have deemed it advisable to provide in some measure for this contemplated outlay and therefore recommend the payment of a Dividend at \$1.60 per share and carrying forward of a larger balance than usual.

Before moving the adoption of the Report, I shall be pleased to answer any questions.

There being no questions, the Chairman proposed, and Mr. Dickson seconded, that the report and statement of accounts be adopted.

The motion was carried.

Mr. Leigh proposed, and Mr. Goosmann seconded, the confirmation of the appointment of the Hon. J. J. Bell-Irving as a Director in the place of the Hon. J. J. Keswick retired.

The motion was carried.

The re-election of the Hon. C. P. Chater and Mr. C. S. Sharp as Directors was proposed by Mr. Haupt and seconded by Mr. Leigh.

The motion was carried.

Mr. Goosmann proposed and Mr. Graca seconded, that Mr. Fullerton Henderson be re-elected auditor, and the motion was carried. The Chairman:—That is all the business gentlemen. The dividend warrants will be ready to-morrow morning.

## RATS AND BUBONIC PLAGUE.

## IMPORTANT SUGGESTIONS BEFORE THE SANITARY BOARD.

At the meeting of the Sanitary Board this afternoon the question of rats in relation to bubonic plague was again brought forward and a pamphlet dealing with the subject from the Clayton Fire Extinguishing and Ventilating Co. Ltd. regarding the Clayton machine and its efficacy for the destruction of rats on ships from plague ports was submitted to the meeting.

The Director of Public Works had minuted to the effect that until some idea had been formed as to the means of using the apparatus and the probable cost per annum it was somewhat premature to apply to the Government. The apparatus would have to be mounted on a barge, which would require to be manned and would also want either to be self-propelling or towed about the Harbour by means of a steam launch. What vessels, he asked, was it proposed to disinfect or fumigate? He presumed one apparatus would be quite incapable of dealing with all the vessels entering the Harbour.

A minute by the Registrar General asked for information regarding the circumstances under which it was proposed to use the apparatus and how, often it would have been used, say for instance last year.

The Medical Officer of Health minuted:—In reply to the Hon. Registrar General I should say it would be used on all steamers leaving this port when plague prevails here, and on all steamers arriving from plague infected ports, only, however, with the consent of the shipping agents. I suggest the matter appears to be needed for the work we require the apparatus to do, namely the destruction of rats in the holds of ships, and possibly also in our drains.

Included in the correspondence was a letter from the Rt. Hon. Joseph Chamberlain containing an extract from a letter from the Local Government Board in reply to an enquiry as to the risk of rats introducing plague into a country by swimming ashore from a vessel arriving from a plague infected port, and as to the precautions to be adopted to prevent it. This extract was to the effect that the Board were advised that, as a rule, rats when actually plague stricken are not in a condition to swim ashore if the distance be considerable or the water at all rough. "So far, however, as the Board have had experience in the matter it would seem that rats on board ship from plague infected ports do not necessarily suffer from plague and that it is the exception to find that rats on such ships have been suffering from notable illness or dying in conspicuous numbers during the voyage. If, however, cases of plague have occurred among the rats during the voyage there is no surely so long as any remain alive on board the vessel that some of these animals may not be capable of importing plague into the place of the vessel's destination. Hence the Board have

recommended that special measures should be taken as regards rats in all such cases and forwarded copies of a memorandum prepared by their medical officer setting out the precautions which should be taken to prevent, as far as possible, the introduction of plague into a place by means of ship-borne rats. These were:—(1) destruction of rats on board, prevention of rats leaving the vessel by mooring a sufficient distance from other ships and from the shore, and placing guards on the mooring hawsers. (2) inquiries regarding mortality among rats on board vessels coming from plague infected ports, examination of dead rats, and, if plague stricken, the ship to be dealt with as provided under clause (1); (3) exceptional sickness or mortality among rats on board any vessel within the district to be viewed with suspicion; (4) rats when destroyed on board ship not to be handled, but at once cremated; (5) in the event of rats on board any ship being found to be infected with plague all parts of vessels frequented by them to be disinfected; (6) authorities of sea-port towns invaded by plague to endeavour to secure destruction of rats in the town, not least those inhabiting the docks and quayside warehouses, measures to be taken to prevent shore rats boarding vessels in port and attempt made to destroy all rats on board vessels about to proceed on their voyage, and captains of such vessels to be urged to take steps during the ensuing voyage for the destruction of rats that may have escaped destruction.

In order to ascertain the details of the apparatus devised for pumping SO<sub>2</sub> gas into the holds of ships to destroy rats the Colonial Office in London was communicated with and a letter was received in reply enclosing the handbook of the Clayton Company as mentioned above, with a description of the machine, which is specially designed for fumigating and disinfecting. It may be erected on board a barge or on a wharf and connects ships holds with the machine by means of flexible pipes passed on board. So soon as the rats perceived the presence of the SO<sub>2</sub> gas which the machine pumped into the ships they came out of their hiding places in their desire to get air and, being suffocated in the open are readily collected and cremated. The gas ensured the destruction of all insects and parasites upon the rats. The price of the fumigating machine is £800, and the necessary piping is estimated to cost about £150.

## FUNERAL OF THE LATE COMMANDER W. C. H. HASTINGS, R.N.

All that was mortal of the remains of the late Commander W. C. H. Hastings, R.N., were yesterday laid to rest in the Happy Valley. Hundreds of prominent residents, including Government officials, Naval and Military officers, and Freemasons attended the ceremony and, on every hand, there were signs of deepest respect for the deceased gentleman and of sincerest sympathy with his widow. The cortege passed the Monument at five o'clock, but long before that hour many persons had assembled there to pay a last tribute to the gallant officer. The hearse was covered with beautiful floral tokens and upon arriving at the cemetery the coffin was removed, enshrouded with a Union Jack, and placed on the shoulders of Police Inspectors McNab, Gauld, Ford and Warnock. As the solemn procession slowly wended its way to the pretty little spot by the side of the grave of his son where the last sad ceremony was to be performed the tones of Bishop Hoare, reading the burial service, could be distinctly heard by those at the furthest end of the long line of mourners.

Behind the coffin walked H.E. Major-General Gascoigne, the Hon. J. H. Stewart Lockhart, His Honour A. G. Wise, His Honour T. Sercombe Smith, the Hon. W. Meigh Goodman, K.C., the Hon. Comdr. R. Murray Rumsey, Hon. C. P. Chater, Hon. W. Chatham, Hon. A. W. Brewin, Hon. A. M. Thomson, Dr. Atkinson, Dr. Bell, Messrs F. J. Budeley, C. Clementi, E. D. C. Wolle, B. R. H. Taylor, J. E. Kemp, F. A. Hazeland, C. A. D. Melbourne, R. C. Dixon, G. P. Jordan, J. W. Norton Kyshe, F. B. L. Bowley, E. Cornwell Lewis, A. J. Reed, G. G. Burnett, Sirdar Khan, C. T. Silva, H. Khan, J. M. Costa, A. M. Silva, J. G. Aquino, Akbar Khan, H. Gardiner, B. Rodrigo, R. Gutierrez, A. Remedios, A. F. Castilho, V. Ribeiro, S. C. Haleem, O. Kitchell, J. S. D., and J. Remedios, M. Mendes, J. M. Silva, J. Victor, R. Rosario, H. Xavier, J. Britto, E. Gomes, J. Barros, A. Rozario, S. Oliveira, F. Hassan, J. N. Mura, P. Remedios, J. C. Ribeiro, S. Remedios, P. Mattos, S. Moosa, F. P. Silva, Chinese representatives of the Post Office, representatives of Freemason's Lodges, the Victoria Recreation Club and other bodies.

The ceremony at the graveside having been concluded, Police Sergeants Mac Swayed, Garrod, Gordon, Brazil and Cameron filled in the grave and afterwards covered it with beautiful wreaths, including one sent by the staff of the G. P. O. and inscribed "With the deepest respect and sympathy for our much lamented chief, from the staff of the General Post Office, Hongkong." This was placed at the head, while at the foot of the grave was another large wreath "With deepest sympathy from the United Service Lodge." Others included wreaths from Bishop and Mrs. Hoare; Colonel and Miss Barr; Dr. and Mrs. Swan; Superintendent and Staff P. and O. S. N. Company; Officers and Brethren, Ararat Lodge, 264 E.C.; Officers and Brethren, United Chapter, 1341; Officers and Brethren of the United Mark Lodge, 419 G.C.; "With deep regret," from P.S. 58, A. J. Dymond, and P.S. 33 Garrod; "With Mrs. C. Robinson's sincere sympathy." Before parting the police constables most thoughtfully placed two of the wreaths on the tombstone of the deceased gentleman's son, whose death some three years ago came as a severe blow to him and his family.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES, and WHITE KID GLOVES.

MESSRS. COTTAM & CO. for THE "FAVORITE-STRAW" HAT also TAN KID GLOVES.

## THE TAIKOO SPORTS.

In our announcement of the amateur athletic meeting on the grounds of the Taikoo Club to take place shortly the date, February 1st was given in error. The entries close on Friday, 21st January, and the meeting will be held on Saturday the 8th February.

## AT THE MAGISTRACY.

January 23rd.

## THE OLD, OLD GAME.

Ma Sui aspired to be a "confidence operator," and as it is said that the sin lies in being found out, he has sinned to the extent of four months hard labour in gaol. Chan Fung and Lai Yau, two amahs, were approached by the wily Ma Sui and shown what purported to be a roll of bills that he had found (?). After a little preliminary talk, he suggested, that it would excite less suspicion if they were changed by a woman and that he was willing to share with his two female companions. They readily bit at the bait offered, and as they were not acquainted with their "liberal friend," deposited jewellery to the value of \$43, with him as a guarantee that they would return with his share. It was the same old story, the roll of bills was composed principally of brown paper, and the amahs' cupidly cost them their jewellery. Ma Sui, however, was caught, and if they are lacking their trinkets, they are not wanting in revenge, as four months hard labour is his lot.

## A CULTIVATED TASTE.

Tung Shui, an employee of Messrs. Lane and Crawford, does not care for the ordinary brands of cheap cigars. His employers kept a certain choice brand, on which his eyes had gazed longingly for some time, and he decided to sample them. He began with one box, but unfortunately for him he was caught in the act, and for the next month he will have an opportunity of judging what hard labour is.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, January 22nd.

## THE VICEROY.

It is said on good authority that the Viceroy's permission to retire has been withdrawn, i.e. if it had ever been given. Perhaps this change has come about because the health of the Viceroy has improved very much during the last week or two. It is also said that Governor Tak must remain for some time yet. Of course changes may come soon but it is likely that the new year will be well over before any new appointments will be made.

## THE "NANNING" SHOOTING CASE.

The Magistrate of Shun Tak has his own version of the accident. According to Li Ka Cheuk's story a band of upwards of a hundred robbers from the Tung Kun district had landed in Shun Tak and were committing serious depredations. He ordered his head man to capture the band. After some manœuvring the robbers were cornered near Kum Chuk and attacked and, in the midst of the fight, the "Nanning" passed by. Of course no one could prevent the accident. Over thirty robbers were shot and as many more captured. In concluding Li remarked that had the foreigners been less anxious to see what was going on they would have escaped injury. They made a mistake in coming to the door to "look see."

## ANOTHER FIGHT.

Another fight occurred in the Pun U district. Another band of robbers, also from the Tung Kun District, invaded the Pun U district. This time the local disturbers of the peace objected to, and determined to drive out the invaders. A battle followed in which several tens on both sides were killed.

## A FRENCH BOAT LOANED.

There is a French River Boat lying off Tai Leung flying the Chinese flag. On another flag are some characters which say that this boat has been borrowed from the French. Li Ka Cheuk has in some way secured a loan of this boat to catch, as he says, robbers. The danger is that Li may be caught himself.

## SWATOW WEEKLY SHIPPING REPORT.

(January 18th, 1902.)

Date.	Vessels.	Where from.	Agents.
Jan. 12	Anging Maru	Amoy	B. & Co.
13	Dagobro	Shanghai	B. & Co.
14	Dali Maru	Shanghai	B. & Co.
15	Neuchang	Cheloo	B. & Co.
16	Dali Maru	Amoy	B. & Co.
17	Foochow	Shanghai	B. & Co.
18	Irene	Shanghai	B. & Co.
19	Formosa	Amoy	B. & Co.
20	Pakistan	Amoy	B. & Co.
21	Anging Maru	Shanghai	B. & Co.
22	Wooching	Amoy & Shanghai	B. & Co.
23	Haitan	Amoy	B. & Co.
24	Kailashang	Hongkong	B. & Co.
25	Maidura Maru	Amoy	B. & Co.
26	Wingwan	Shanghai	B. & Co.
27	Chowshan	Amoy	B. & Co.
28	Wooching	Hongkong	B. & Co.
29	Chowshan	Wahai	B. & Co.
30	Leiyuen	Cheloo	B. & Co.

## DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Jan. 12	Wenchow	Shanghai	B. & Co.
13	Anging Maru	Hongkong	B. & Co.
14	Siluan	Singapore	B. & Co.
15	Pakistan	Amoy	B. & Co.
16	Hong Ben	Singapore & Penang	B. & Co.
17	Dali Maru	Amoy	B. & Co.
18	Dagobro	Hongkong & Canton	B. & Co.
19	Dali Maru	Hongkong	B. & Co.
20	Neuchang	Shanghai	B. & Co.
21	Taipei	Hongkong	B. & Co.
22	Foochow	Singapore	B. & Co.
23	Irene	Amoy & Shanghai	B. & Co.
24	Formosa	Amoy	B. & Co.
25	Pakistan	Amoy	B. & Co.
26	Anging Maru	Singapore	B. & Co.
27	Chowshan	Hongkong	B. & Co.
28	Kailashang	Bangkok	B. & Co.
29	Maidura Maru	Hongkong	B. & Co.
30	Wingwan	Shanghai	B. & Co.
31	Wooching	Hongkong & Canton	B. & Co.

## SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
Jan. 12	Chowshan	Shanghai	B. & Co.
13	Pechili	Wahai	B. & Co.
14	Leiyuen	Cheloo	B. & Co.

MESSRS. COTTAM & CO. for the LATEST STYLES in "TRESS & CO'S" FELT HATS. (1902)

## Entertainments.

## HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, TO-MORROW, the 24th instant, at 9.30 P.M.

TICKETS ..... \$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.  
Hongkong, 19th December, 1901.

## PROMENADE CONCERTS.

MONDAY and TUESDAY.

3rd and 4th February.

CITY HALL.

9 P.M.

## ORCHESTRA 120.

Band ..... 22nd Bombay Infantry.  
Bagpipes ..... H.K. and S. Battalion.

(Ladies and Gentlemen of Hongkong will kindly assist.)

Booking at ROBINSON PIANO CO.

Dress Circle ..... \$2

Promenade ..... \$1

Conductor J. H. MOIR,

B.M., R.W.F.

Hongkong, 17th January, 1902. [76d]

## Entertainments.



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WILLIAM DANIEL RICHARDS, LATE OF VICTORIA, HONGKONG, BARMAN. Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 16th day of MARCH, 1902, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 18th day of December, 1901.

J. W. NORTON-KYSHE,

Official Administrator.

[132c]

## HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 14th January, 1902. [66d]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January to 4th February, inclusive.

By Order of the Board of Directors,

T. ARNOLD, Secretary.

Hongkong, 14th January, 1902. [65d]

## TOYO KISEN KAISHA.

A TRIP TO MANILA AND BACK IN 8 DAYS OVER THE CHINESE NEW YEAR HOLIDAYS.

A LIMITED NUMBER of First and Second Class SPECIAL RETURN TICKETS will be issued FOR MANILA AND BACK by S.S. "ROSETTA MARU" expected to sail Hongkong ..... on or about 6th February.

arrive Manila ..... 12th "

sail Manila ..... 13th "

arrive Hongkong ..... 14th "

For further information, apply to

ITSUITSU BUSSAN KASHA, Agents.

Hongkong, 22nd January, 1902. [99d]



## NOTICE.

IN view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Householders to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats upon application to the MEDICAL OFFICER OF HEALTH.

By Order,

G. A. WOODCOCK, Secretary.

Sanitary Board.

Hongkong, 23rd December, 1901. [132d]

## WANTED FOR THE CIVIL MEDICAL DEPARTMENT.

A EUROPEAN WARDMASTER, Single and of good Character.

Particulars as to Salary, Duties, &c. Apply to the Principal Civil Medical Officer before the 25th instant.

Hongkong, 17th January, 1902. [130d]



## WANTED.

THERE is a VACANCY for a EUROPEAN PROBATIONER NURSE, at the Government Civil Hospital.

Age not under 20 years.

For full Particulars: Apply to the Matron Government Civil Hospital before the 25th instant.

Hongkong, 17th January, 1902. [79d]

## Entertainments.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

**RAINIER BEER**

to all others—the whole world has it and likes it.

## SOLE AGENTS:

**A. S. WATSON & Co., LIMITED.**

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

[54c]

## W. BREWER &amp; Co.

JUST LANDED.

Fresh Supply Christmas Numbers of Queen, Strand Magazine, Pearson Mag, Punch, Harpers Magazine, Scribners Monthly, The Century.

Complete Edition ..... \$1.75

Paper Edition ..... 70

Strand Magazine; New Vol. .... 4.00

Pearsons Magazine; New Vol. .... 4.00

John Chinaman, by E. H. Parker ..... 5.50

Hongkong, 20th January, 1902. [34d]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

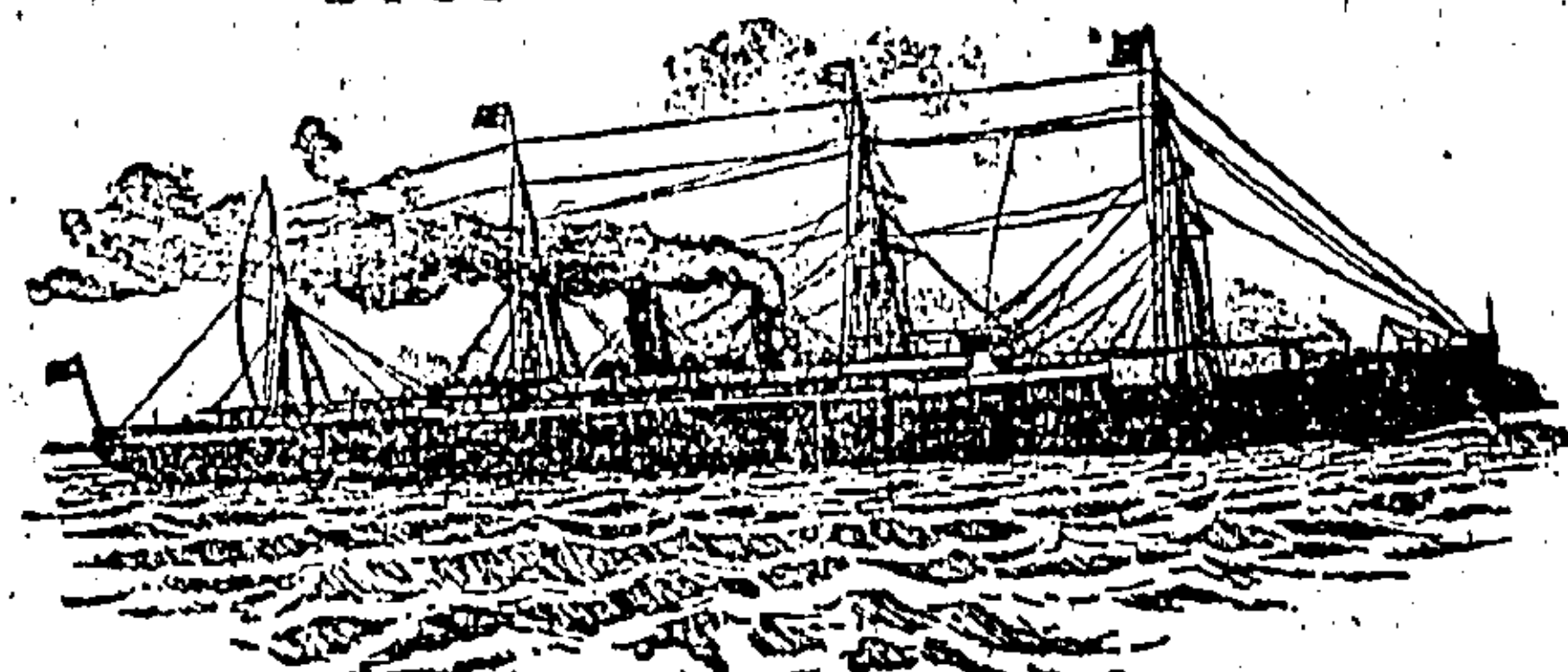
GENERAL EXPORTERS.

No. 35, Queen's Road Central,



Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 25th January, at Noon.
"COPITO"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 18th February, at Noon.
"CITY OF PEKING"	TUESDAY, 18th February, at Noon.
"GAELIC"	FRIDAY, 28th February, at Noon.
"HONGKONG MARU"	SATURDAY, 8th March, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, ISLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND JOURNIES in the United States have between SAN FRANCISCO and CHICAGO the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

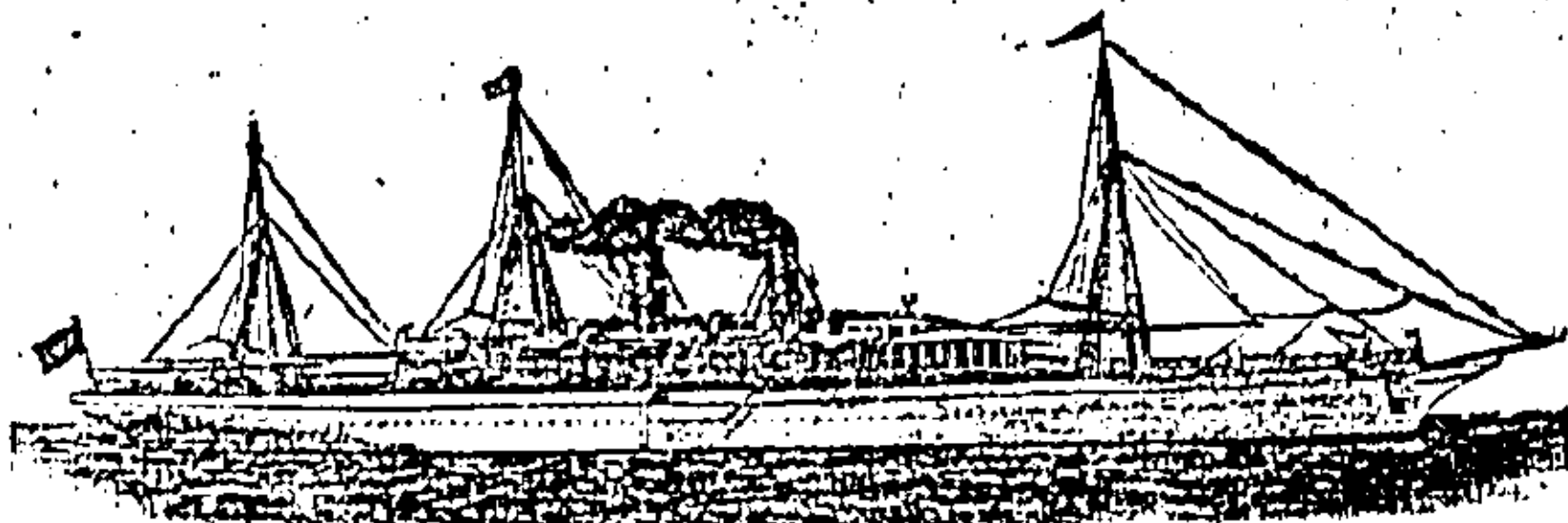
Consular Invoice and manifest for each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Europe, must be presented to the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 13th January, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

TARTAR*	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 23rd January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHLETIC*	Comdr. H. Mowatt	WEDNESDAY, 26th February.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the ATLANTIC OVERLAND TRAINS, of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. For 1st, 2nd, 3rd, 4th and 5th class rates, apply to the Agents, 11, Queen's Building, Hongkong.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to the Agents, 11, Queen's Building, Hongkong.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	REMARKS.
SAMBIA	HAVRE, BREMEN AND HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)		
AMBRIA	HAVRE, BREMEN AND HAMBURG.	12th Feb.	Freight.
Duchstein	(Calling at SINGAPORE and COLOMBO.)		
C. FERD. LAEISZ	HAVRE AND HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG.)		
ANDALUSIA	HAVRE AND HAMBURG.	15th Mar.	Freight.
von Döhren	(Calling at SINGAPORE and COLOMBO.)		
KONIGSBERG	HAVRE AND HAMBURG.	27th Mar.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE AND HAMBURG.	10th April.	Freight.
Zurhosen	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 22nd January, 1902.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons lie un-  
claimed at the Post Office:—

Atkinson, J. J.  
Anelino, Miss L.  
Assumpcao, J. M.  
Anderson, J. W.  
A. L. M.  
Art, Hon. Albert von  
Abba, H. M.  
Ahmed, A. J.  
Anderson, Mrs. A. J.  
Aixen, Funn  
Ah Fook  
Allaraki, Sate  
Abdullahen, Abdulla-  
hou  
Alliston, Miss Mary  
Alexander, M. R.  
Adamsen, Mrs. Hans  
Ah Pooi  
Allahditta Khan  
Abdul Hasan  
Ahversing, Mr.  
Browne, Rev. A. J.  
Bell, L. J.  
Bung, Col. Pelham  
Brutter, R. H.  
Baker, Mrs. N.  
Benson, F.  
Burke, F. C.  
Barrac, E. C.  
Bauer, Henry  
Botsch, K.  
Bishen Singh  
Banina, E. E.  
Boungnot, E.  
Lurrow, B. F.  
Browne, S. J.  
Brathwaite, Geo.  
Barnett, W. E.  
Borne, Miss K.  
Bennett, Mrs. I. E.  
Bell, Jack  
Bergerouski, C.  
Bishop, W. C.  
Bishan Singh  
Bela Singh  
Babonneau, M.  
Baboo C. Malai  
Birdsall, C. H.  
Birdsall, G.  
Colburn, Geo.  
Carter, Miss  
Chausson, Madame  
Catz, V. Leon  
Coad, Miss E.  
Calder, Miss M.  
Corteno, Leonardo  
Corteno, Capt. W. A.  
Cusker, E. J.  
Caldado, J.  
Cowdin, J. R.  
hishalm, J. T.  
Clark, Miss A.  
Cochesedge, J. J.  
Conscience, Chr.  
Cory, A. E.  
Candler, Thomas  
Chalmers, Miss  
Claxton, M.  
Crosby, P.  
Chauhan, Miss A.  
Chapman  
Crumme, Miss  
Cooper, Miss A. B.  
Chatterton, Chas  
Ching, Capt.  
Carboni, Mrs. F.  
Caluen, Mariano  
Conry, Mrs.  
Christie, J.  
Choppar, A.  
Conception, D. V.  
Concepcion, Miss L.  
Cavalho, J. de  
Cartledge, W.  
Calder, Capt. A. S.  
Crowl, A. L.  
Cary, W. F.  
Closs, A.  
Craber, A. E., R.E.  
Davies, P. O.  
Dent, C. F.  
Dodd, Capt. Chas. Henry  
Dillworth, Mrs. Aron  
Dennis, Miss  
Duncan, J. O. P.  
David, Mr.  
Duncan, Miss  
Dridalle, Miss  
Duff, A.  
Dulton, H. F.  
Dionicio, Leoncio  
Dawson, J. F.  
Docking, R. M.  
Dunn, F. I.  
Drury, J.  
Downes, B.  
Dunham, Mrs. H.  
Dunham, Miss A.  
Dillon James  
Einstein, Joseph  
Earle, J. C.  
Ewing, Tsau  
Earlie, J. W.  
Evans, E. E.  
Elliott, Mrs.  
Flying Jordans Circus  
Foreman, Benigno  
Fremon, Alfred  
Faria, Miss B. L. de  
Fisher, William  
Felix, F. de la  
Fesler, J. S.  
Fenton, C.  
Fay, Francis  
Fisher, Emil  
Fries, Co. Siva  
Finleyson, Mrs.  
Finley, H. W.  
Griffin, A. E.  
Garcia, Mario  
Guy, Rev. P. J.  
Goolan, H. J. M.  
Gool, J. Van Der  
Groot, A. de  
Gron, J.  
Guligard, Theo.  
Glov, Mrs.  
Gibby, Nahom  
Graham, M. J.  
Gray, Miss  
Gilbert, Miss S.  
Graham, W. L.  
Gopalez, F.

Shvarts, Isaac  
Strand, Dr. F.  
Silva, T. da  
Silva, J. P. da  
Silva, E. M. da  
Schwartz, Z. W.  
Slaffkin, L.  
Sutherland, G.  
Silva, Miss E. da  
Soden, L. L. Ross  
Smith, Ernest  
Silva, Arminda A. da  
Simpich, Fred.  
Sardo, W. J.  
Schull, Capt. R.  
Smith, A. F.  
Silva, M. A.  
Tripe, J. S.  
Turner, Mrs.  
Thomas, H. C.  
Thumy, Mr.  
Thiel, A. C.  
The Manager Silk  
Manufacturing Co.  
Taylor, R. W.  
Tarker, Wm.  
Troost, Eugene  
Tarce Khan  
Thomas, A. E.  
Taylor, Mr.  
Thomas, Miss E. M. K.  
Tarrance, J. C.  
The Sec. Hk. Gem.  
Club  
Taggart, G. M.  
Udolesak, Miss  
Vook, Miss  
Vance, Miss B.  
Vague, O.  
Vance, Chas.  
Vitch, W. Grant  
Walker, Mrs. R.  
Welch, John  
Walters, R. E.  
Watson, E. J.  
Wickson, W.  
Witt, L.  
Williams, Mike  
Watson, F.  
Walter, Mrs. W. B.  
Woodell, Decker  
Wilson, Miss R.  
Walker Theo.  
Williams, A.  
Westberg, H.  
Wing Hung Lung & Co.  
Wiseman, G.  
Wong, Lin Hi  
Wells, Fargo Express,  
etc.

White, J. F.  
Wilnau, P.  
Wheeler, P. H.  
Winter, Reinhold  
Wong, Mrs. L.  
Worsley, Mrs.  
Wilson, Miss Claude  
Wilson, Capt. Mrs. H.  
Walker, Mr. A. R.  
Wong, P. W. J.  
Wale, G. E.  
Wheeler, R. N.  
Watts, Khan  
Wyse, Miss  
Wilson, Miss D.  
Williams, S.  
Wren, C.  
Wynne, Major  
Xavier, M. M.  
Xavier, J. M. R.  
Young, A. L.  
Yang, Oliver  
Zulauf, F.

## List of Registered Covers in Post Office.

Adamson, D. B.  
Atlantis, Miss I.  
Altman, W.  
Attama Singh  
Amjad Khan  
Ajah Singh  
Ackermann, H.  
Awang Bakir  
Alonso, V.  
Asman, Khan  
Ali Bahadur  
Bakkoo, Alina Kishun-  
lun  
Brown, Geo. H.  
Boyd Kaye & Co.  
Buyan  
Badan Singh  
Bhandid  
Brutler, K. H.  
Bir Singh  
Boyd, W. H.  
Blanchard, Miss  
Blades, L. B.  
Barka, Singh  
Boech, U. van  
Baham, Singh  
Burke, M. B.  
Chin Wah, (Dead  
Letter).  
Chune, (Ship St.)  
Chanda Singh (2)  
Campbell, A.  
Crowley, A. Lester  
Cunha, Max  
Chang, Sang Tai  
Chik, Mohamed  
Chalmers, A. A.  
Cameron, W.  
Digging, Mrs.  
Dharmasena, A. B.  
Drury, J.  
Esay Khan  
Elgin, S. (2)  
Earle, J. W.  
Elias, & Co. F.  
Enrique, C. A.  
Eliash, E. A.  
Fouloff, J. D.  
Feinstein, L.  
Foassen, W. N.  
Fraser, Lt. Col. A. R.  
Freiz, F.  
Fridenberg, D.  
Gomes, J. G.  
Gurdia Singh  
Gulam Mohamed  
Gubin, G.  
Hohabein, L.  
Hamman, G. H.  
Ho Hong (Dead Letter).  
Horo Saburo Koron  
Howard, Miss  
Hooper, Mrs.  
Hayem, M.  
Hocker, Mrs. Olie  
Hannah, James  
Inches Isakik  
Ito, Y.  
Ibrahim (Sepoy)  
Ignace, Thos.  
Jacob, Thomas (3)  
Julius, Miss (Dublin)  
Jessen, P.  
Jameeson, S. W.  
Johnstone, Miss  
Klipper, G.  
Khanu Singh, J. P. C.  
Kaiser, Singh  
Karin Dad Khan.

## List of Registered Covers for Merchant Ships.

S.S. *Alisa Craig*.....Shah Omar Doseh.  
" *Alisa Craig*.....C. Ashker.  
" *Alisa Craig*.....Ch. T. Hanson.  
" *Alisa Craig*.....H. Waddingham.  
" *Alisa Craig*.....P. J. Buchanan.  
" *Alisa Craig*.....J. W. Holland.  
" *Alisa Craig*.....Frank Riley.  
" *Alisa Craig*.....A. Aumentado.  
" *Alisa Craig*.....H. Wochatz.  
" *Alisa Craig*.....J. Nelson.  
Ship *Ferd. P. Lichfeld*.....R. F. Henricksen.  
" *Alisa Craig*.....Coh Choon Hong.  
S.S. *Glancus*.....Sofer Ali Sarang.  
" *Alisa Craig*.....L. Avial.  
" *Alisa Craig*.....L. Avise.  
" *Alisa Craig*.....C. Kimpel.  
" *Alisa Craig*.....L. Brandt.  
U.S.S. *Mariani*.....G. Blasi.  
U.S. *New York*.....C. E. Santy.  
Transport *Penarth*.....J. G. Connor.  
S.S. *Nanyo Maru*.....K. Sawai.  
" *Alisa Craig*.....Fakir Mohamed Tandel.  
" *Alisa Craig*.....C. J. Pirie.  
U.S.N.C. *Pompey*.....Frank Perry.  
Barque *President*.....Capt. R. B. Munro.  
S.S. *Prometheus*.....T. J. Priest.  
" *Prometheus*.....J. Winter.  
" *Prometheus*.....J. F. Priest.  
" *Prometheus*.....Leop. Piringer.  
" *Sui Tai*.....A. Nene.  
" *Serra Miranda*.....C. F. Marriner.  
" *Sindia*.....Rhim Box.  
" *Taiyuan*.....Capt. L. Dawson.  
" *Tenaki*.....James Crowlie.  
U.S.S. *Whetting*.....James Crowlie.  
S.S. *Wuhu*.....F. Northcombe.

List of unclaimed Telegrams lying in the  
Joint Telegraph Companies Office  
at Hongkong.

Alcobia.....Luimokuen Chop  
Allen, A. C.....Chintheehin, Voon-  
Ames.....ham Street  
Arab.....Melchers (2 telegrams)  
Changtingtuck.....Wickson  
Chunhui.....Rice  
Dinghai.....Siva  
Dryton (2 telegrams).....Sperry  
Garritus.....Sushingyung  
Goutolam.....Tungkee  
Heungshingcheong.....Venidero  
Hinghuan.....Williams  
Konghantai.....Yunchong  
Kwongshingchong.....0735, 5394

## "KING" O'KEEFE.

The following clipping from the *Dayton Daily Journal* will doubtless interest many of our readers:—

RICH WIDOW.  
*Husband Worth a Million Lost at Sea.*  
SAVANNAH, Ga., December 6th.

Mrs. Catherine O'Keefe of this city received to-day a letter from Joseph Michaels of Yap, Caroline Islands, advising her of the probable loss at sea of her husband, Captain David O'Keefe, and the fact that he had left property probably worth \$1,000,000. Michaels has applied to the American consul at Hongkong to protect O'Keefe's property. Mrs. O'Keefe has engaged a law firm here to look out for her interests.

David O'Keefe was known in the Oriental trade as "King" O'Keefe of Yap, which island he virtually owned. When O'Keefe first landed at Yap 30 years ago the cannibal natives thought him a demigod on account of his white skin and made him their king. He built up a profitable trade to Hongkong, and owned two barkers that traded between Caroline and Chinese ports. Last June he went to Hongkong with coconuts and other native products, from which point he sent his wife in this city a check for \$1,500. After leaving Hongkong his vessel disappeared and is supposed to have been lost in a storm.

"King" O'Keefe was 56 years of age and a native of this city.

Many Hongkongites will remember that Capt. O'Keefe left here in his staunch little schooner the *Santa Cruz* in May last for Yap, and according to latest reports from that island he had not put in an appearance up to October. He has been "lost" many time before, however, and would not be at all surprised to see the *Santa Cruz* sail into the Harbour any day. We learn that his relatives have been making enquiries as to his whereabouts at the United States Consulate here, but Mr. Rublee has no news of his adventurous countrymen.

## COMBATING MALARIA.

Remarkable testimony as to the possibility of combating malarial fever by modern scientific methods is afforded by a letter which Major Surgeon Gorgas, the Sanitary Officer of Havana, has written to a member of the Liverpool School of Tropical Medicine. Losing no time in abstract discussion on the matter, the Americans started to work at once to clear out mosquitoes in Havana. The result is declared to have been wonderful. Surgeon Gorgas writes that for the first time since 1762 Havana has been free from yellow fever in October, while malaria has decreased more than one-half. He adds also that Mr. Le Prince, who is directly in charge of the anti-mosquito work, estimates that mosquitoes have decreased 90 per cent. by the operations, as compared with the same time last year.

## INTERESTING LECTURE.

There was a good attendance in the Theatre of the London Institution, when Dr. Patrick Manson delivered a lecture on the conveyance of malaria by the mosquito. He said within the last few years we had been able to see the foe, and since the last three years we had learned to comprehend his tactics. A fine series of lantern-slides was shown, illustrating the developments of the parasite in the mosquito, the malarial mosquito (*Anopheles*) and its anatomy, with the sporozoites crowding the glands. Dr. Manson then sketched the life-history of the mosquito, the larva of which develop in puddles, and advocated drainage, or where this was not possible, poisoning with kerosene. Now that the cause of malaria was known, sanitary authorities had a radical method of exterminating the disease.

## THE TENDENCIES OF THE TIMES.

BRILLIANT LECTURE BY H. E. WU TING FANG.  
(Continued.)

The continuation of the address of His Excellency Wu Ting Fang, Chinese Minister to the United States, recently delivered in Ann Arbor, Mich., United States is as follows:—

LAND AND CAPITAL.  
It is generally laid down by economists that land, labour and capital are the three principal requisites for the production of wealth. No one will say that a country can have too much land and capital. It is clear that land and capital are good things of which no country can have too much.

Why should we complain of having too much of the third element in the production of wealth? Is not labour a good thing? The truth is it is not the superfluity of labour, but the dearth of labour, that is detrimental to the interests of a country. It is currently reported that in many sections of this country, especially in the farming districts, there is a great demand for labourers, which cannot be supplied. This clearly shows that there are not labourers enough to meet the needs and requirements of the country. Some labouring men in this country make the mistake of supposing that the amount of wages to be divided among the labourers in the country is a constant quantity. According to this theory, it is to their interest to shut others out, so that they have more wages to divide among themselves. But this is a wrong assumption. Labour produces wealth. The more wealth labour produces, the greater will be their opportunities. Every industry that comes into existence creates a demand for labour. Take the California fruit industry for example. It is true that it gives work primarily to those who work in the groves. But consider the thousands outside, who handle the products before they reach the consumers; the packers, the shippers, the train hands, the men that load and unload the cars, the jobbers, and the fruit-sellers on street corners, all making their living more or less out of the raising of fruits. The same may be said of every application of labour, which scatters benefits far and wide.

But it may be asked: What is to prevent over-production? Over-production seems to be the bane of some people. Can there ever be a superfluity of good things? Only some years ago, the fruits of California could only be found on the tables of the rich, while tons of the most delicious kinds rotted under the trees for lack of transportation facilities. Now the prices of California fruits are within the reach of all. Is not this a blessing? By all means let the good work go on. Let labour produce as much as possible without let or hindrance. Then all the comforts and conveniences of life will be within the reach of not only the rich but also of the general mass of people. We are all consumers. We cannot have too many of the good things of life. I am sure that even the working men in this country, who are intelligent, if they study the question dispassionately and carefully, will see that instead only good comes to them from abundance.

ALL NATIONS SHOULD BE TREATED ALIKE.  
In any case it will be found that the presence of Chinese labourers is not detrimental to the interest of this country. If, however, it be considered advisable to legislate against the coming of labourers to this country, let such a law be made applicable to all Asiatics and Europeans as well as Chinese.

The aim of the American government at first was only to regulate, limit and suspend the coming of Chinese labourers. For this purpose, three high commissioners, one of whom was the distinguished president of your university, were sent to China to negotiate a treaty with China. Your president will bear me out that the Chinese government was very unwilling to make such a treaty, and only consented after a great deal of persuasion. The treaty thus concluded expressly states that "the limitation shall be reasonable, and shall apply only to Chinese who may come to the United States as labourers, other classes not being included in the limitation." These are the words of the solemn treaty agreed to by the governments of the United States and China in 1880. What has happened since?

We find that laws have been enacted one after another, each being more severe than the one before, not only against Chinese labourers, but other classes of Chinese also. It must be conceded that the existing law works not only hardships to the persons concerned, but it is injurious to the commercial interests of this country also. It is to be hoped that some steps will be taken to remedy the unsatisfactory state of things.

The Chinese immigration question is a complicated one. To solve it satisfactorily is not easy. It is necessary to look deeply into the subject, and not allow oneself to be swayed by prejudice and bias. Prejudice is the mother of mischief and injustice, and all intelligent men should guard against it. In order to get at the truth, it is necessary to study the facts of the case and not jump at any conclusion, however plausible it may be. Let all preconceived notions be laid aside and pains be taken to weigh all the arguments pro and con. I am sure that with the intelligence of the American people and their sense of fair play they will not enact any measure in guarding their supposed interests for the purpose of oppressing a people who are not in a position to retaliate. I feel confident they will conscientiously do what is right. The best principle to follow in government and legislation is to put oneself in the position of another. In other words, it is the golden rule that ought to govern the action of legislators and statesmen. If this principle of action is adopted in all cases, the American people will have not only a good government but the best government in the world.

These are some of my crude observations, and I lay them before you for what they are worth.

GIRAULT: ALL THE MOST DELICATE  
OF DELICACIES, and CHOICEST  
MORSELS for the TABLE.

GIRAULT: TOYS! TOYS! Comical  
of all Toys, PROTECTED RUB-  
BER BALLS, all sizes.

GIRAULT: SWEETS! SWEETS! In  
a rich variety of FANCY BOXES, fit  
for PRESENTS.

GIRAULT: TOYS! TOYS! Comical  
of all Toys, PROTECTED RUB-  
BER BALLS, all sizes.

GIRAULT: SWEETS! SWEETS! In  
a rich variety of FANCY BOXES, fit  
for PRESENTS.

GIRAULT: SWEETS! SWEETS! In  
a rich variety of FANCY BOXES, fit  
for PRESENTS.



worth. Universities are the nurseries of statesmen. Never has this been more true than at the present day. Gentlemen, those of you who are students of this noble institution, it will not be long before you will enter upon the active duties of life. As citizens of this great republic, you may be called upon to grapple with intricate questions and solve knotty problems in the nation's council. Then you will find that the educational advantages you have received from this great university will stand you in good stead, and enable you to render such valuable services to your country as to do credit to yourselves, and reflect honour upon your alma mater.

At the conclusion of Mr. Wu's address Gen. Alger was called for and in response made a neat speech which was pleasantly received. In substance he said:—

"I was glad to have the opportunity to come to Ann Arbor to-night and hear my old friend Wu, and every time I hear him speak the more and more convinced do I become that he is not only a man of great ability and integrity but also a great philosopher. I sympathize with him in his desire that there should be in the future closer relations between China and the United States, and I believe with the opening of the twentieth century there will be enacted with China reciprocity laws which will open its fields to American enterprise. It is my earnest hope that Minister Wu shall never leave this country so long as he may live, for he represents it as can no other man. With the open door in trade, China will start on a new era of progress and development."

(To be continued.)

### THE SITUATION IN CHINA.

#### UNITED STATES TRADE WITH CHINA.

A number of representatives of the American Asiatic Association presented a memorial to President Roosevelt on 18th ult., urging that the principle of the open door for undeveloped markets in Eastern Asia should be preserved intact that all treaty rights with China should be guaranteed, and that American citizens should be protected. The delegation had come to Washington to confer with President Roosevelt. It laid particular stress on the apparent desire of Russia to secure a close monopoly of Manchurian trade, and sought to obtain from the President a promise that he would combat Russia's aggressions in Manchuria.

Mr. Roosevelt, however, was very guarded in his reply, and while admitting the desirability of extending American commerce in the East, he would not enter into a discussion of Russian policy towards China. The members of the delegation were satisfied with the position taken by Mr. Roosevelt, and expressed the opinion that he showed by his manner that American commerce need have no fears of being driven from fields which it already occupied in the Orient.

### RUSSIA AND JAPAN.

Lieut. Colonel Agapeff, who has recently returned from Manchuria, delivered a lecture to a large gathering of the members of the Russian Club at St. Petersburg on some aspects of the Russian occupation of Manchuria, and the position of Japan and Russia.

The lecturer was of opinion that war with Japan was not at present to be desired by Russia. The occupation of Manchuria by Russian troops, he said, had created great dissatisfaction in Japan, and it was possible that the Japanese Government might have to yield to popular feeling, which was in favour of war. Had war broken out last spring, Russia would have been in a dangerous position, for railway communication had not been completed, and her naval force in the East was insufficient, while a small Japanese naval force would have been able to cut off Port Arthur from all supplies, for which that port depended on from Vladivostok and Japan itself, and at the same time Port Arthur might have been isolated on the land side by a sudden descent of Japanese troops. The transport resources of Japan were so great that she could have thrown, without any delay, 70,000 men into Manchuria. She was also in a position to raise an army of 200,000 men, of which 150,000 could be sent within a fortnight to the theatre of war, only 50,000 being retained for home defence. Port Arthur, in that eventuality, would be in the position of Sevastopol at the time of the Crimean war, with the additional disadvantage of having behind it a stretch of country inhabited by a foreign and revolted population. Japan, therefore, in the view of the lecturer, let slip a favourable opportunity by not declaring war at that time. Now, however, Russia would have a better chance of success, but, nevertheless, she had good reason not to wish for war with Japan, for the geographical situation of that country would prevent Russia, with the weaker fleet, from inflicting as much damage on Japan as Japan could inflict in her turn by a descent on Russian territory, or by a bombardment of Russian ports.

Discussing the Manchurian question, the lecturer pointed out that there were three courses open to Russia. She might be content to guard merely the railway lines connecting Dairen and Port Arthur with the Ussuri district, or she might annex Manchuria. After indicating the disadvantages of those suggestions, he pointed out that a third course open was to leave China in possession of the north-western part of Manchuria and retain the eastern and richer portion of the country. Turning to the question of Korea, Colonel Agapeff declared that country must sooner or later come under the protection of Russia, and even now the influence of the latter country in Korea was sufficient to oppose a certain amount of resistance to that of Japan.

G. GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASEANT PARLOUR GAMES, CROQUET, &c. &c.

"The lecturer finally spoke of the danger menacing Russia from the spread of the yellow flag, which had already established itself at Vladivostok, Khabarovsk, and Blagovestchensk, and had even stretched out its tentacles as far as Irkutsk. Nevertheless, great as that danger might be, he believed Russia to be strong enough to cope with it—*Reuter*."

### PASSENGERS BOOKED FOR THE FAR EAST.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11—To Nagasaki: Mr. Albert Stollger, To Tsintau: Mrs. Derlien, To Hongkong: Miss Anna Johansen. To Singapore: Mr. Carl Niemeyer. From Antwerp—To Singapore: Mr. and Mrs. Bekking. To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Strick. To Kobe: Mr. and Mrs. E. H. Tottenham. To Shanghai: Mr. and Mrs. H. G. Riches, Miss Riches, Misses Byrne, Miss Warr, Mr. G. T. Wilson, Miss Anderson, Mrs. Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Comfoot, Mr. Chesney Duncan and child, Mr. and Mrs. H. Poate, Miss Poate. To Hongkong: Mr. and Mrs. Michael, Mrs. Frank Morgan and child, Mr. Finlay Urquhart, Mrs. Wise and child, Miss Worthely, Miss Osborne, Miss May, Miss Wilson, Mr. E. W. Wolff. To Singapore: Mr. C. V. Brooke, Mr. Fritzel and family, Mrs. Miller and children, H.H. the Rajah Muda of Sarawak, Mr. and Mrs. Pasquel. To Penang: Mr. and Mrs. E. C. I. Trenchell and child. From Genoa—To Yokohama: Mrs. Agnes Overbeck. To Tsintau: Mr. Karl Stoffregen. To Shanghai: Mr. Li Lu Shing, Mr. Wen, Mr. Chai, Mr. Ku Chunshan, Mr. Zan Fah-kung, Mr. Z. S. Kleeman, His Excellency L. Mr. and Mrs. Lu and child, Mr. Lu, Lieut. Z. S. Hollmann, Mrs. Hardy, Mr. Hu, Mr. H. E. Shu. To Hongkong: Mrs. Van Ault, Mr. and Mrs. A. Gilbow, Miss Osborne, Miss Worthely, To Samarang: Mr. J. H. Tromp de Haas, Mr. Intvelt. To Batavia: Mr. R. van der Haag. To Singapore: Mr. A. Dittmar, Mr. Eschke, Mr. and Mrs. W. J. Gallois and 6 children, Mr. G. H. W. Kubaseck, Mr. and Mrs. Pasquel. From Naples—To Nagasaki: Mr. and Mrs. J. Chelva, Mr. Graf Tarabini. To Shanghai: Mr. W. B. Towley, Mrs. Susan B. Towley.

Per Messageries Maritimes steamer *Austral*, from Colonbo, from Marseilles, Dec. 29—To Shanghai: Mr. and Mrs. R. Prunier, Mr. and Mrs. Augustin. To Haiphong: Miss Eschey, Mr. and Mrs. Debeaux, Mr. Brossé, Mr. M. Gatten. To Saigon: Mr. Hans Meister.

Per Messageries Maritimes steamer *Salacie*, from Marseilles, Dec. 22—To Saigon: Mr. and Mrs. Blanc.

Per Nippon Yusen Kaisha steamer *Sanuki Maru*, from London Dec. 20—To Yokohama: Mr. J. Alsop, Mr. K. Enami. To Kobe: Mr. and Mrs. G. J. Melhuish, Mr. W. Komai, Mr. M. Niwa. To Shanghai: Mr. and Mrs. H. Raiton and family, Rev. and Mrs. J. Murray and family, Mrs. and Master P. Dewing. To Hongkong: Lieut. Colonel R. Johnson, R.A., Mr. and Mrs. J. Kennedy, Mr. R. Wilson and family, Mr. and Mrs. T. Conolly and family, Mr. and Mrs. J. Lyon. To Singapore: Miss F. Saxeby, Mr. A. Stevenson, Mr. S. Yeomans, Mr. S. Dodge, Mr. H. Ferriss, Mr. and Mrs. A. Heath and family, Mr. and Mrs. C. O'Brien and son, Mrs. McDonald, Master C. McDonald, Mr. and Mrs. C. Wright, Mr. Macfie, Miss Foster.

Per Messageries Maritimes steamer *Annah*, from Marseilles, Jan. 12—To Shanghai: Mr. Charles Crauford, Mr. Crawford Kerr, Miss Dudgeon. To Haiphong: Mr. and Mrs. Morle and family, Miss Dayn. To Saigon: Mr. L. Aubert. To Samarang: Mr. Cochlin and family. To Singapore: Mr. J. J. Hultkamp, Mr. Michells.

Per P. and O. steamer *Argadia*, connecting with the steamer *Ballaarat*, at Colonbo, from London, Dec. 26—To Hongkong: Mrs. Razavet, Mr. Lomas, Mr. and Mrs. Bell and 3 children, Mr. Lomas, Mr. A. E. Bourchier. From Marseilles, Jan. 3—To Shanghai: Misses Caswell (2), Miss Macdonald, Miss Carleton, Dr. and Mrs. Squibbs, Mr. T. Simmons, Mr. and Mrs. W. L. Knipe. To Hongkong: Rev. R. Evans, Mr. P. V. Williams, Mr. S. Wicks, Mr. Rich. To Singapore: Mr. and Mrs. Noel Trotter. To Penang: Mr. and Mrs. P. Legros.

Per P. and O. steamer *Canton*, from London, Dec. 28—To Yokohama: Lieut. E. T. Green. To Singapore: Mr. J. C. Hart.

Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colonbo, from London, Jan. 10—To Yokohama: Mrs. Wheeler. To Hongkong: Mr. Whitlow, Mr. D. M. Mackenzie, Staff Sergeant and Mrs. J. Biles and 5 children. From Marseilles, Jan. 17—To Yokohama: Mr. G. E. Henderson, Mr. J. Worrall and Misses Worrall (3). To Shanghai: Mr. Raiton, Mr. W. Cowan, Dr. A. Moore. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Eloit, Mr. W. C. Cadell, Mr. W. Hutton.

Per P. and O. steamer *Ceylon*, from London, Jan. 11—To Shanghai: Mrs. Rowbotham and child. To Hongkong: Mr. and Mrs. Drayson.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30—To Shanghai: Mr. and Mrs. W. Jamieson, Mr. A. Rose, Miss Melcham, Mr. Touse, Mr. and Mrs. Ford and child, Messrs. Baxter and Stevens, Messrs. A. E. and G. Price, Mr. H. H. Fowler, Dr. J. C. Fraser, Mr. A. Bouneville. To Hongkong: Mr. F. Pollock, Mr. L. W. Hicks, Messrs. A. and R. O'Sullivan. To Sourabaya: Mr. K. A. Volz. To Singapore: Mr. E. Way.

Per Norddeutscher Lloyd steamer *Klauschau*, from Bremen, Jan. 9, and Southampton, Jan. 14—To Yokohama: Miss E. Griffin, Mr. E. Yanda, Mr. W. R. Bennett, Mr. E. Luder. To Shanghai: Mr. G. F. C. Dobson. To Hongkong: Dr. G. Cross, Mr. and Mrs. W. A. H. Moule, Miss M. E. Danley, Mr. and Mrs. Jones, Miss Warr, Dr. Kirkwood, Miss Gordon, Miss Jackson, Mr. Villamy, Miss Dopping, Heppenstall, Miss Lamb. To Singapore: Mr. and Mrs. Geo. Rutherford, Miss Gunn, Mr. P. H. Darke, Mr. Morris, Mr. R. W. Brown, Mr. and Mrs. Ledebor.

C. GIRAULT: CRYSTALLIZED FRUITS, ROSE, MAROONS, GLACES a most Splendid Assortment. (99c)

**Hotels.**  
**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.  
The most comfortable family Hotel in Hongkong.  
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.  
J. H. WAINWRIGHT, Manager.  
[1339c]

GO TO THE  
**KOWLOON HOTEL,**  
KOWLOON.  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.  
**THE BAY VIEW HOTEL.**  
Very best brands of Wines, Beers and spirits only kept. Private dinners, a specialty.  
Under entirely new management.  
J. LACOCK.  
[1075c]

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.  
THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
Telegraphic Address: "BOA VISTA."  
[57d]

**METROPOLE HOTEL.**  
Convenient distance from town, delightful situation.  
BOARD AND RESIDENCE.  
[1075c]

**Intimations.**  
SPECIAL HOME RETURN TICKETS.  
**NOTICE.**  
FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two years (from date of departure to date of arrival on return) for one and one half fare.  
E. A. HEWETT, Superintendent, P. & O. S. N. Co.  
P. DE CHAMPMORIN, Acting Agent, Messageries Maritimes Cie.  
MELCHERS & CO., Agents, Norddeutscher Lloyd.  
Hongkong, 23rd December, 1901. [1497c]

**HONGKONG SUBSCRIPTION LIBRARY.**  
18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.  
TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.  
SUBSCRIPTIONS:—Payable in Advance.  
\$7.50.....Per Half Year.  
or  
\$1.40.....Per Month.  
The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference, and it is hoped to maintain it up to date.  
Intending Subscribers are requested to apply to  
CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office.  
Hongkong, 28th December, 1901. [1413c]

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.  
SPECIALITIES:  
LEVER WATCH & CHRONOGRAPHS.  
TRADE MARKS:  
MAXIM, BERN, &c.  
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.  
NO. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901. [526c]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
EASTMAN'S KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD, Watson's Building.

**F. BLACKHAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S RAUEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c.  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [13c]

**CHS. I. GAUPP & CO.,**  
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vaigantier and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.  
Nos. 24 & 26, Queen's Road Central. [32c]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.  
[S] is now in position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.  
GROUPS AND VIEWS.  
[145c]

**HONG SING,**  
8, Deaconsfield Arcade.  
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.  
Hongkong, 30th August, 1901. [900c]

**DENTISTRY.**  
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1902. [13c]

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 25th Jan., at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU T. Murai	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 31st Jan., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th January, 1902. [15]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.  
**NOTICE.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADAM, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.**  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th instant, 1902, at 1 P.M., the Company's Steamship "CALEDONIAN," Captain Blanc with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLE, VIA BOBMAV.

This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 8th February, Direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.  
P. DE CHAMPMORIN, Acting Agent.  
Hongkong, 15th January, 1902. [1004c]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
PROPOSED SAILINGS FROM HONGKONG.  
SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.  
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle	3,750	W. Frakes	Feb. 7
Duke of Fife	3,821	J. S. Cox	Feb. 22
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,502	J. Pantou	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £12.  
Excellent accommodation. "First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.  
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to  
DODWELL & Co., LIMITED, General Agents.  
Hongkong, 23rd January, 1902. [13c]

**REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.**

PROPOSED SAILINGS FROM HONGKONG.  
"HILLGLEN".....about 29th Jan.  
"LOWTHER CASTLE".....8th Feb.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 3rd January, 1902. [13c]

**TO RENT.**  
A LARGE WELL FURNISHED ROOM and bath, with board. Suitable for married couple, or one or two gentlemen. Terms reasonable and accommodations first-class.  
"EDWARDS."  
Hongkong, 21st January, 1902. [94d]

**TO LET.**  
NO. 147, WANCHAI ROAD. Rooms Nos. 4, 5, 7, and 8, suitable for apartments or boarding houses.  
Apply to  
SANG KEE, 72, Wing Lok Street.  
Hongkong, 13th January, 1902. [60d]

**TO LET.**  
HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.  
GODOWNS at BLUE BUILDINGS.  
HOUSES at CAUSEWAY BAY, facing the Polo Ground.  
A HOUSE in RIFON TERRACE.  
"THE RETREAT," MOUNT KELLETT.  
No. 6, MACDONNELL ROAD.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 11th January, 1902. [709c]

**TO LET.**  
"CRAIGMIN WEST," MAGAZINE GAP.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th January, 1901. [26d]

**TO LET.**  
GODOWN—No. 5A, DUDDELL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [822c]

**TO LET.**  
NO. 1, STEWART TERRACE.—THE PEAK.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [709c]

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—  
"CHERRY BURN," British ship, Jerry—Order, FRANK H. WYMAN, American ship, Vancouver.



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
KOBE	"TSINAN"	31st instant.
MANILA	"CHANGSHA"	20th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	20th February.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AJAX"	24th January, 1902.
"	"PYRRHUS"	31st "
"	"ULYSSES"	10th February, "
"	"TYDEUS"	15th "
"	"ANTENOR"	20th "

## HOMEWARDS.

FOR LONDON.

"STE. TOR"	4th Feb., 1902.
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	29th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES):  
"TANTALUS" 15th Feb., 1902.  
"TYDEUS" 15th Mar., "

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 13th February.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.  
Hongkong, 21st January, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 26th January.
FOR FOCHOOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 29th January.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th February.

\* Via Swatow and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land or passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 22nd January, 1902.

TOYO KISEN KAISHA.  
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA  
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.  
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

No. 6, Ice House Street Corner of Des Voeux Road, 1st floor.  
Hongkong, 15th January, 1902.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN,"  
Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 11th January, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"SALAZIE,"  
Captain Aubert, will be despatched for the above Ports, on or about SUNDAY, the 26th instant.  
For Freight or Passage, apply to  
P. DE CHAMPORIN,  
Acting Agent.  
Hongkong, 22nd January, 1902.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

## THE Company's Steamship

"INDRANI,"  
Captain Hill, will be despatched as above on or about the 3rd February.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 9th January, 1902.

## Shipping.

## STEAMERS.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"  
of the HAMBURG-AMERIKA LINE.  
Captain E. Beermeister, due here with the outward German Mail about the 23rd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 20th January, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain S. H. Nelson, will be despatched for the above Ports, TO-MORROW, the 24th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 20th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above TO-MORROW, the 24th instant, at 4 P.M.  
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th January, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"  
Captain Geo. J. Blackland, will be despatched for the above Port, on SATURDAY, the 25th instant, at Noon.  
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & Co.,  
General Managers.

Hongkong, 21st January, 1902.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SILESIA,"  
Captain Bahl, will be despatched for the above Ports, on or about SATURDAY, the 25th instant.  
This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 18th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE.)

(Taking Cargo at through Rates to the LEVANT, PERSIAN GULF, &c.)

THE Company's Steamship

"CARINTHIA,"  
Captain Marocchino, will be despatched as above on MONDAY, the 27th instant, P.M.  
The steamer has capital accommodation for passengers. Electric light. A doctor is carried.  
For Information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 16th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG CHEW,"  
Captain H. D. C. Frampton, will be despatched for the above Ports, on MONDAY, the 27th instant.  
For Freight or Passage, apply to  
HENG SENG CHIANG,  
Agents.

Hongkong, 18th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG HOCK KIAN,"  
Captain M. Giesche, will be despatched for the above Ports, on TUESDAY, the 28th instant.  
For Freight or Passage, apply to  
HENG SENG CHIANG,  
Agents.

Hongkong, 18th January, 1902.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"  
(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on THURSDAY, the 30th instant, at 4 P.M.  
This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 24th January, 1902.

## Masonic.

## VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st January, 1902.

## Consignees.

## "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA."

CONSIGNEES of Cargo ex s.s. *Indrasamha* from NEW YORK are hereby notified that their Cargo transhipped at SINGAPORE into the s.s. *C. Ferdinand Lading*, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon. Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 17th January, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.

Hongkong, 17th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessels bring on Cargo:—  
From London, &c., ex S.S. *China* and *Himalaya*.

From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,  
Superintendent.

Hongkong, 20th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,  
Superintendent.

Hongkong, 20th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—  
From Venice, ex S.S. *Mitrovich* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co.,  
Agents.

Hongkong, 21st January, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 22nd January, 1902.

## Intimations.

EDUCATION:  
WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.  
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.  
Bracing climate. Healthy situation, facing South.

Next term begins February 1st.

PRINCIPALS:  
HERBERT L. BEER, London University, L.C.P.,  
Sometime Assistant Master of Truro College, Cornwall.  
CHAS. E. DEER, London University, L.C.P.,  
Late of Queen Elizabeth's Grammar School, Blackburn, Lancs.

4th January, 1902.

ST. JOSEPH'S COLLEGE,  
HONGKONG.

OWING to the insufficiency of accommodation in the present building, and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

GRIMAULT'S SYRUP  
OF  
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs, and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co. Paris. Sold by all chemists.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, 380 Per Annum.

PRIVATE LINES, 500 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,







## Post Office.

A Mail will close—  
 For Canton—Per *Powan*, to-morrow, the 24th instant, at 2.30 A.M.  
 For Nagasaki, Kobe and Yokohama—Per *Benalder*, to-morrow, the 24th inst., at 11 A.M.  
 For Yokohama and Kobe—Per *China*, to-morrow, the 24th instant, at 11 A.M.  
 For Macao—Per *Hongshan*, to-morrow, the 24th instant, at 1.15 P.M.  
 For Singapore, Penang and Calcutta—Per *Catherine Apsar*, to-morrow, the 24th inst., at 2 P.M.  
 For Manila—Per *Luangsung*, to-morrow, the 24th instant, at 3 P.M.  
 For Kuching and Samahai—Per *Tung-kong*, to-morrow, the 24th instant, at 3 P.M.  
 For Singapore, Penang and Colombo—Per *Sala Mar*, to-morrow, the 24th inst., at 5 P.M.  
 For Canton—Per *Fatshan*, to-morrow, the 24th instant, at 5 P.M.  
 For Manila—Per *Perla*, on Saturday, the 25th instant, at 10 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Perla*, on Saturday, the 25th inst., at 11 A.M.  
 For Singapore and Bombay—Per *Malacca*, on Saturday, the 25th instant, at 11 A.M.  
 For Europe, &c., India, via Taitorian—Per *Prinz Heinrich*, on Saturday, the 25th instant, at 5 P.M.  
 For Swatow, Amoy, &c., to-morrow, the 24th instant, at 5 P.M.  
 For Manila—Per *Rosita Maru*, on Monday, the 27th instant, at 10 A.M.  
 For Europe, &c., India, via Taitorian—Per *Calcutta*, on Monday, the 27th instant, at 11 A.M.  
 For Singapore and Bombay—Per *Carinthia*, on Tuesday, the 28th instant, at 1 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 29th instant, at 11 A.M.  
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Vesta Maru*, on Thursday, the 30th instant, at 3 P.M.  
 For Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australasia*, on Thursday, the 30th instant, at 5 P.M.  
 For Europe, &c., India, via Taitorian—Per *Coromandel*, on Saturday, the 1st February, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.

## OPIUM QUOTATIONS.

Hongkong, 23rd January.  
 To-day's quotations are as follows—  
 BENGAL—New Patna.....@ 50 1/2  
 Old Patna.....@ 50 1/2  
 New Benares.....@ 50 1/2  
 Old Benares.....@ 50 1/2  
 MALWA—New.....@ 50 1/2  
 Last year's.....@ 50 1/2  
 2 1/2 years' old.....@ 50 1/2  
 3 1/2 years' old.....@ 50 1/2  
 Putterford.....@ 50 1/2  
 PERSIAN—Superior drug was sold @ 50 1/2

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honnam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.  
*Heungshan*, British steamer, 1,053, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.  
*Lungshan*, British steamer, 1,416, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.  
*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saiman*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

Steamers.  
 AMOV, German steamer, 662, W. Wulff, 22nd Jan., Manila 19th Jan., Ballast—Ving Tay.  
 ARANA, British steamer, 2,818, Williamson, 22nd Jan., New York 23rd Nov., Case Oil—Standard Oil Co.  
 BAELSDIEG, German steamer, 1,379, C. A. Beckmann, 19th Jan., Canton 18th Jan., General—East Asiatic Trading Co., Ltd.  
 BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Order.  
 DENALDER, British steamer, 1,290, C. K. McIntosh, 21st Jan., Singapore 14th Jan., General—Gibb, Livingston & Co.  
 DYONO, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.  
 CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan., Haiphong 8th Jan., and Hoihow 11th, General—Jensen & Co.  
 CATHERINE APCAR, British steamer, 1,730, S. H. Belsion, 18th Jan., Calcutta 31st Dec., Penang and Singapore 12th Jan., General—David Sassoon, Sons & Co.  
 CHINA, Austrian steamer, 3,835, F. Mosca, 20th Jan., Trieste 9th Jan., and Singapore 14th, General—Sander, Wieler & Co.  
 CHOWFA, German steamer, 1,050, H. Kehler, 18th Jan., Bangkok 9th Jan., and Swatow 17th, Rice and Wood—Butterfield & Swire.  
 DAGI MARU, Japanese steamer, 846, Saito, 22nd Jan., Fuzhou 19th Jan., and Swatow 21st, General—Mitsui Bussan Kaisha.  
 DEVAWONGSE, German steamer, 1,057, H. Hayes, 8th Jan., Bangkok 28th Dec., Rice—Butterfield & Swire.  
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vahoucou 30th Dec., and Shanghai 18th Jan., Mails and General—C. P. R. Co.  
 ERICA, German steamer, 1,717, Zindel, 20th Jan., Singapore 12th Jan., General—Jensen & Co.  
 FAUSANG, British steamer, 1,410, T. A. Mitchell,

GLENOCLE, British steamer, 3,750, W. Frakes, 9th Jan., Shanghai 6th Jan., General—Doddwell & Co., Ltd.  
 HAITAN, British steamer, 1,138, J. S. Roach, 21st Jan., Swatow 20th Jan., General—Douglas, Laprak & Co.  
 HANYANG, British steamer, 1,066, Jameson, 22nd Jan., Singapore and Hoihow 21st Jan., General—Butterfield & Swire.  
 HELM, Norwegian steamer, 758, A. Fickson, 12th Jan., Moji 5th Jan., Coal—Sander, Wieler & Co.  
 KATSUYAMA MARU, Japanese steamer, 1,097, K. Hayashi, 22nd Jan., Canton 21st Jan., General—Tong Kee.  
 LOONGSANG, British steamer, 1,092, G. S. Weigall, 18th Jan., Manila 15th Jan., Hemp and General—Jardine, Matheson & Co.  
 MARIE JENSEN, German steamer, 1,771, P. Hennel, 19th Dec., Bangkok 12th Dec., Rice—Kong Fat.  
 MONGKUT, German steamer, 850, Giesche, 20th Jan., Bangkok 12th Jan., Rice and General—Butterfield & Swire.  
 MONS, German bark, 1,211, F. Rowell, 18th Jan., Cardiff 23rd May, Coal—E. A. Trading Co.  
 PERLA, British steamer, 1,276, G. Blackland, 22nd Jan., Manila 17th Jan., Hemp—Sheehan, Tomes & Co.  
 PERU, American steamer, 3,528, A. F. Pillsbury, 17th Jan., San Francisco 19th Dec., and Shanghai 14th Jan., Mails and General—P. M. S. S. Co.  
 PRITCHARD, German steamer, 1,600, Hohmann, 17th Jan., from Saigon, Ballast—Melchers & Co.  
 PETRARCH, German steamer, 1,752, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.  
 PITANULOK, German steamer, 1,267, L. Giesche, 19th Jan., Bangkok 12th Jan., General—Butterfield & Swire.  
 ROBERT DICKINSON, British steamer, 1,921, S. McDowell, 18th Jan., Ballast Papan 4th Jan., Kerosine—Arnhold, Karberg & Co.  
 RIBBI, British steamer, 1,011, R. W. Almond, 19th Jan., Glasgow via Penang, Singapore, Hoihow and Manila 16th Jan., Ballast—Sheehan, Tomes & Co.  
 SABINE RICKMERS, British steamer, 690, J. R. Nasbit, R.N.R., 21st Jan., Amoy 20th Jan., Ballast—Arnhold, Karberg & Co.  
 SALAMANCE, British steamer, 883, J. H. Anderson, 16th Dec., Moji 9th Dec., Coal—Butterfield & Swire.  
 SATURN, American transport, 1,617, Frank E. Foss, 14th Nov., Shanghai 11th Nov.  
 SILEZIA, German steamer, 4,200, J. Bahle, 23rd Jan., Kobe and Moji 15th January, General—Carlowitz & Co.  
 TAKSANG, British steamer, 977, W. P. Baker, 16th Jan., Bangkok 6th Jan., and Ang Hin 8th, Rice and General—Jardine, Matheson & Co.  
 TARTAR, British steamer, 4,426, E. Bechman, 18th Jan., Vancouver 11 C. 16th Dec., and Shanghai 15th Jan., General—C. P. R. Co.  
 TETARLOS, German steamer, 1,578, W. Düse, 16th Jan., Samarang 6th Jan., Sugar—Stensen & Co.  
 THALES, British steamer, 830, A. J. Robson, 16th Jan., Taiwanfo 13th Jan., Amoy 14th, and Swatow 15th, General—Douglas, Laprak & Co.  
 YEDO MARU, Japanese steamer, 1,069, T. Samma, 19th Jan., Cheloo 14th Jan., General—Lun On & Co.

Sailing Vessels.  
 FRED. P. LUTHERFIELD, American bark, 1,080, Allen Fulton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood—Order.  
 HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.  
 INVERMAY, British ship, Lamont, 18th Jan., Cardiff 13th Aug., Patent Fuel—Admiralty.  
 MORRIS HAY, British bark, 1,117, James A. Joynt, 12th Dec., Hoihow 17th Nov., Coals—Jardine, Matheson & Co.  
 NICOLA, Norwegian bark, 649, Cardina, 3rd Jan., Fremantle, Wash. and Australia 21st Oct., Sandalwood—Order.  
 VALE OF DOON, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber—Sander, Wieler & Co.  
 WEST YORK, British bark, 706, W. S. Forster, 20th Dec., Callao 10th Oct., Ballast—E. A. Trading Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 23rd, 1902.  
 Alacrity, dispatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Enskine, Hongkong.  
 Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.  
 Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Shanghai.  
 Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.  
 Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
 Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Mils Bay.  
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.  
 Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.  
 Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.  
 Bridgwater, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Hongkong.  
 Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, Hongkong.  
 Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.  
 Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. Stokes, Hongkong.  
 Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.B., Hongkong.  
 Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. W. Forbes, China kiang.  
 Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.  
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Canton.  
 Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, en route Singapore.  
 Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
 Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
 Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. C. G. Hardy.  
 Humbler, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.  
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.  
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.  
 Phantix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.  
 Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.  
 Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.  
 Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Wats Jones, en route Singapore.  
 Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smith, Hongkong.  
 Redpole, 1st class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, en route Singapore.  
 Robin, river-gunboat, 83 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.  
 Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.  
 Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.  
 Swift, 2nd-class gunboat, 750 tons, 6 guns, 650 i.h.p., in reserve Hongkong.  
 Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.  
 Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
 Terrible, 1st-class battleship, 11,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
 Twaite, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
 Walrus, surveying ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.  
 Walrus, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.  
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.  
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kinkiang.  
 Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8, 15, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.  
 Aspern, Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.  
 Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.  
 Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,000 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.  
 Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigona, 558 tons, Comdr. José da Cunha Lima, Macao.  
 Maria Theresa, Austrian cruiser, 10 guns, 1,200 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Stubtschitz, Shanghai.  
 Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.  
 Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.  
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 h.p., 8,000 i.h.p., Capt. Vsermolsky, at Tientsin.  
 Aleut, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
 Dobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
 Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, en route Singapore.  
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.  
 Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalshesky, at Shanghai.  
 Koreyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Simanov, at Taku.  
 Manichev, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.  
 Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
 Naryednits, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
 Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprinoff, at Shanghai.  
 Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.  
 Poltava, Russian battleship, 10,950 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
 Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoroff, at Nagasaki.  
 Ronbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
 Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
 Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.  
 Sitach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
 Sitat Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.  
 Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
 Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., 19.7 knots.  
 Vladimír Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, en route Singapore.  
 Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.  
 Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.  
 Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(1st and 2nd class).  
 Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
 Foreh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Janichiki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
 Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
 Kik, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.  
 Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Polozovnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Sitik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Skat, Russian torpedo boat, 350 tons, Capt. n Smirnov, at Shanghai.  
 Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Sotichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
 Spm, Russian torpedo boat, 400, Capt. A. 1,800 h.p., 22 knots.  
 Sieriatie, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
 Singuri, Russian torpedo boat, 140 tons, 4 guns, 1,600 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
 Revet, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 880 h.p., speed 22 knots.  
 Usuria, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Resnoff.

## THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Bassewitz, at Saigon.  
 \* Fürst Bismarck, German flagship, 11,000 tons, 30 guns, Capt. Graf Lotke, at Taku.  
 Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.  
 Geier, German cruiser, 4,100 tons, 8 guns, Capt. Bassewitz, at Shanghai.  
 \* \* \* \* \* German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woussung.  
 Hel, German dispatch vessel, 2,000 tons, 12 Capt. Rampold, at Woussung.  
 Hertha, German cruiser, 5,600 tons, 30 guns, Capt. Derrewsky, at Saigon.  
 Illis, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stamer, at Canton.  
 Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stini, at Nagasaki.  
 Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.  
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. von Amoy.  
 \* \* \* \* \* German battleship, 10,100 tons, 40 guns, Capt. von Holtenow, at Woussung.  
 Luchs, German gunboat, 950 tons, 10 guns, Comdr. Daehnhandt, at Shanghai.  
 Schwalle, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
 Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Middelstidt, at Bangkok.  
 Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
 Warth, German battleship, 10,100 tons, 40 guns, Capt. Dorkenhenge, at Taku.  
 K. F. Wilhelm, German battleship, at Nagasaki.  
 No. 90, German torpedo-boat, 320 tons, Capt. Hoegmeyer, at Shanghai.  
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
 No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* \* \* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.  
 Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baehne, Saigon, dispatch boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.  
 Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Deferve, at Shanghai.  
 Chassoloup Laubai, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.  
 Comete, gunboat, 600 tons, Capt. Lodel, at Canton.  
 Decadet, gunboat, 630 tons, Capt. Leameey, at Pakhoi.  
 \* D'Entrecasteaux, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fournet, Tonkin.  
 Descartes, 2nd class protected cruiser, 4,000 tons, 30 guns 631 i.h.p., Capt. L. de Saune, at Saigon.  
 Eure, Dispatch-transport, Captain Vallée, at Saigon.  
 Erian, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
 Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
 Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
 Pascal, 2nd-class protected cruiser, 4,000 tons, 30 guns, 9,000 i.h.p., Capt. M. Moiet, at Shanghai.  
 Stix, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
 Surpate, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.  
 Ville d'Alger, monitor, 944 tons, Captain Bommarsu, at Hongkong.  
 Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Courjeolles.

## THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
 Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.  
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bendish, at Manila.  
 Castine, U.S. gunboat, 1,320 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.  
 Celtis, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.  
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
 Cullago, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
 Glacier, U.S. supply-ship, Lieut. Comdr. A. Merz, at Manila.  
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. A. Bencell, at Taku.  
 Irti, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
 Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.  
 Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
 Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.  
 Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.  
 Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, at Canton.  
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. C. A. Bencell, at Taku.  
 Monterey, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,244 h.p., Comdr. G. W. Piggman, at Shanghai.  
 Nashville, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. C. A. Bencell, at Taku.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Manila.  
 Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woussung.  
 Petrel, U.S. gunboat, 362 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.  
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.  
 Scandia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.  
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.  
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.  
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.  
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.  
 Zafra, U.S. dispatch vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

## THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.  
 Lombardia, Italian cruiser, 2,900 tons, Capt. Boet John, Shanghai.  
 Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Butti, Shanghai.  
 Vesuvio, Italian cruiser, 1,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, Shanghai.

## JAPANESE MEN-OF-WAR.

Battleships.  
 Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Miso, at Japan.  
 Yamashiro, 1st class, 12,460 tons, 38 guns, 14,0